

As there are no new collections of information contained in this final rule, the Paperwork Reduction Act (44 U.S.C. 3504) does not apply.

List of Subjects in 31 CFR Parts 306 and 357

Banks, Banking, Bonds, Federal Reserve System, Government securities.

Dated: January 17, 1995.

Gerald Murphy,
Fiscal Assistant Secretary.

For the reasons set out in the preamble, 31 CFR Parts 306 and 357 are amended, as follows:

PART 306—GENERAL REGULATIONS GOVERNING U.S. SECURITIES

1. The authority citation for Part 306 continues to read as follows:

Authority: 31 U.S.C. Chapter 31, 5 U.S.C. 301 and 12 U.S.C. 391.

2. A new section, 306.24, is added to subpart C to read as follows:

§ 306.24 Collection of fees on definitive securities.

A fee shall be charged for each definitive security, as defined in § 306.115 (a), issued as a result of a transfer, exchange, reissue, withdrawal from book-entry, or the granting of relief on account of loss, theft, destruction, mutilation, or defacement. The applicable fee, and the basis for its determination, will be published by notice in the **Federal Register**.

PART 357—REGULATIONS GOVERNING BOOK-ENTRY TREASURY BONDS, NOTES AND BILLS (DEPARTMENT OF THE TREASURY CIRCULAR, PUBLIC DEBT SERIES NO. 2-86)

3. The authority citation for Part 357 continues to read as follows:

Authority: 31 U.S.C. Chapter 31, 5 U.S.C. 301 and 12 U.S.C. 391.

4. Section 357.20 is amended by adding a new paragraph (f) to read as follows:

§ 357.20 Securities account in TREASURY DIRECT.

* * * * *

(f) *Account maintenance fees.* An annual maintenance fee shall be charged for each TREASURY DIRECT securities account holding securities that in the aggregate exceed a stipulated par amount. The amount of the fee will be published by notice in the **Federal Register**.

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[FR Doc. 95-1594 Filed 1-20-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-94-164]

RIN 2115-AE47

Drawbridge Operation Regulations; Lake Champlain, NY and VT

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule with request for comments.

SUMMARY: At the request of the Vermont Agency of Transportation (VAOT), the Coast Guard is temporarily changing the regulations governing the Route 2 Bridge over Lake Champlain at mile 91.8 between North Hero and Grand Isle, Vermont, to allow the bridge to remain in the closed position for seventy five (75) days from January 16, 1995 to April 1, 1995. This temporary change is being implemented to allow the bridge to remain in the closed position while major repairs are made to the bridge. Marine traffic which can pass under the closed span may still pass at will.

DATES: Effective: This temporary rule is effective from 7 a.m., January 16, 1995 through 7 a.m., April 1, 1995. Comments must be received on or before February 22, 1995.

ADDRESSES: Comments may be mailed to Commander (obr), First Coast Guard District, Building 135A, Governors Island, New York, 10004-5073, or may be hand delivered to the same address between 7 a.m. and 4 p.m., Monday through Friday, except federal holidays. The telephone number is (212) 668-7170. The comments will become part of this docket and will be available for inspection and copying by appointment at the above address.

FOR FURTHER INFORMATION CONTACT: Waverly W. Gregory, Project Manager, Bridge Branch, (212) 668-7170.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written views, comments, data, or arguments. Persons submitting comments should include their name and address, identify the bridge, this rulemaking (CGD01-94-164), the specific section of this temporary regulation to which each comment applies, and give reasons for concurrence with or any recommended changes to the rule.

A comment period shorter than the normal 60 days is considered adequate

for interested persons in the locality to suggest any changes that should be made to this temporary rule. Preliminary input from marine interests indicate that they have no objections provided the work is completed before April 1, 1995. The Coast Guard requests that all comments and attachments be submitted in an unbound format no larger than 8½" by 11", suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgment that their comments have been received should enclose a stamped, self-addressed post card or envelope.

The Coast Guard will consider all comments received during the comment period, and may change this temporary regulation in light of comments received.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Project Manager at the address under **ADDRESSES**. The request should include reasons why a hearing would be beneficial. If the Coast Guard determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

Drafting Information

The drafters of this notice are Mr. John W. McDonald, Bridge Management Specialist, Bridge Branch, and Lieutenant Commander Samuel R. Watkins, Project Counsel, District Legal Office.

Background and Purpose

The Route 2 Bridge, built circa 1952, over Lake Champlain between North Hero and Grand Isle, Vermont, has a vertical clearance of 13 feet above mean high water (MHW) and 18 feet above mean low water (MLW).

The VAOT requested that emergency repair work be conducted as a result of difficulties encountered while opening and closing the bridge during the summer of 1993. A Coast Guard letter of approval with conditions was issued in October, 1993 to perform emergency repairs on the bridge. Due to contractual difficulties, a final contract was not awarded until September 1994. The contractor requested that the Coast Guard grant a closure beginning December 1, 1994 and ending on April 1, 1995. Further discussions with the contractor resulted in a subsequent request for a closed period from January 16, 1995 through April 1, 1995. The final agreement to close the bridge beginning on January 16, 1995 did not

allow sufficient time to receive comments prior to the effective date of the closure. The decision to proceed directly to a final temporary regulation was considered because of the urgent need for bridge repairs and the fact that the boating season has concluded. The waterway is generally frozen during the months that this temporary regulation will be in effect.

Discussion of Amendments

The temporary regulations will revise the current regulations for seventy five (75) days and allow the bridge to remain in the closed position at all times beginning at 7 a.m. on January 16, 1995 and ending at 7 a.m. on April 1, 1995. The temporary regulations are issued pursuant to 33 CFR 117.35. The VAOT requested the closure to remove and replace the electrical and mechanical systems of the bridge. The closure of the bridge will prevent vessel transits except for those low clearance vessels which can pass under the closed span. In 1993 there was only one bridge opening prior to May 15. There were 3,645 openings between May 15 and October 15 and four openings after October 15.

An auxiliary motor will be provided during the closure to allow the bridge to open for emergency situations.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the Regulatory Policies and Procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this final temporary regulation to be so minimal that a full Regulatory Evaluation, under paragraph 10e of the regulatory policies and procedures of DOT, is unnecessary. This opinion is based upon the fact that the closure will be accomplished outside the peak boating season and when the waterway is generally frozen. This final temporary regulation will not prevent the passage of vessels that are able to pass under the closed span.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this final temporary regulation would have a significant economic impact on a substantial number of small entities. "Small

entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Because of the reasons discussed in the Regulatory Evaluation above, the Coast Guard certifies under 5 U.S.C. 605(b) that this final temporary regulation will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This final temporary regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this final temporary regulation in accordance with the principles and criteria contained in Executive Order 12612 and it has determined that this regulation does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this final temporary regulation and concluded that, under section 2.B.2.e.(32)(e) of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons set out in the preamble, the Coast Guard is amending 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, Stat. 5039.

2. In § 117.797, from 7 a.m., January 16, 1995 through 7 a.m., April 1, 1995, paragraph (b) is suspended and a new paragraph (e) is added to read as follows:

§ 117.797 Lake Champlain.

* * * * *

(e) The draw of the US2 bridge, mile 91.8 between Sandy Island and North Hero Island need not open for the passage of any vessel.

3. In § 117.993, from 7 a.m., January 16, 1995 through 7 a.m., April 1, 1995, paragraph (b) is suspended and a new paragraph (e) is added to read as follows:

§ 117.993 Lake Champlain.

* * * * *

(e) The draw of the US2 bridge, mile 91.8 between Sandy Island and North Hero Island need not be opened for the passage of any vessel.

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Dated: December 30, 1994.

J.L. Linnon,

Rear Admiral, U.S. Coast Guard, Commander, First Coast Guard District.

[FR Doc. 95–1291 Filed 1–20–95; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 161

[CGD09–94–036]

RIN 2115–AF01

Temporary Speed Limits for the St. Marys River

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Commander of the Ninth Coast Guard District is making a temporary amendment to the speed limits for the St. Marys River during the 1994–95 icebreaking season. This amendment reduces the speed limit by 2 miles per hour through that part of the system, between Munuscong Lake Lighted Buoy 8 and Lake Nicolet Light 80 upbound and between Lake Nicolet Light 80 and Munuscong Lake light 9 downbound. These temporary changes to the speed regulations are a precautionary measure to minimize any possible damage to the environment due to movement of large commercial vessels through the ice.

EFFECTIVE DATE: This regulation is effective from December 29, 1994, through April 15, 1995.

FOR FURTHER INFORMATION CONTACT: Scott J. Smith, Lieutenant, U.S. Coast Guard, Aids to Navigation and Waterways Management Branch, Ninth Coast Guard District, 1240 East 9th Street, Cleveland, Ohio 44199–2060, (216) 522–3990.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a Notice of Proposed Rulemaking has not been published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Publication of a notice of proposed rulemaking and delay in the effective date would be contrary to the public interest because immediate